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The newsletter dedicated
to Falcon lovers
... everywhere!

The *Falcon* News

7TH ANNUAL NATIONAL CONVENTION



APPLETON, WI AUGUST 14 - 16, 1986

JULY 1986

VOL. 7, NO. 12

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the FALCON automobile built by the Ford Motor Company from 1960 to 1970. Roy E. Sword founded the world-wide club in 1979. It is incorporated under the laws of the State of Arkansas. Yearly dues to The Falcon Club of America are \$15.00 (\$20.00 outside the United States), and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72076.

THE FALCON NEWS is published monthly with information from its members. *All ads must be sent to the Editor by the 10th of the month, with a limit of 2 ads per member per issue (limit of 50 words per ad). Each ad must appear in a different section of the classified ads. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested.*

FALCON CLUB OF AMERICA OFFICERS

President: Roy E. Sword, 629 N. Hospital Drive, Jacksonville, AR 72076. Phone (501) 982-1029.

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Treasurer: Jimmie D. Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076.

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BOARD OF DIRECTORS (Number of years in term)

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Tom O'Dell, 417 Valley View, East Alton, IL, 62024 (2).

Shrable Williams, Rt. 5, Box 999, Benton, AR, 72015 (1).

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MOUNTAIN: Carl MacDonald, 1765 Carmel Drive, Colorado Springs, CO, 80910.

PACIFIC: Charles N. Johnson, 15236 - 118th Ave. N.E., Bothell, WA 98011.

The Falcon Club of America Newsletter is printed and published by Bill's Printing, Searcy, Arkansas.

CHAPTERS

The Alamo Chapter

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The Arizona Chapter

Pete Hoffman, 7523 Edgewater Circle, Mesa, AZ 85208

The Dixieland Chapter

Fleming Horne, Jr., 7645 Memphis-Arlington Rd., Memphis, TN 38134.

The Founder's Chapter

Linda Acrey, 1208 S. Center, Lonoke, AR 72086.

The Gateway Chapter

Tom O'Dell, 417 Valley View, East Alton, IL 62024.

The Hoosier Chapter

Clifford Smith, 351 West St., Franklin, IN 46131. (317) 736-5597.

The Lone Star Chapter

Jerry Hutchinson, 2724 Townsend Dr., Ft. Worth, TX 76110. (817) 921-9258.

The Mason-Dixon Chapter

Robert Gerke, Rt. 1, Box 233, Bridgeville, DE 19933.

The Mid-America Chapter

James Hatcher, 8301 W. 92nd Terrace, Overland Park, KS 66212

The Mile Hi Chapter

Bill Clements, 7936 E. Jefferson Pl., Denver, CO 80237. (303) 771-4968.

The North Central Falconeers Chapter

Gary Fuerst, 1619 N. Charlotte St., Appleton, WI 54911

The North Coast Chapter

Walt Sedlak, 13009 Bangor Ave., Garfield Hts., OH 44125. (216) 663-0817

The Northeast Chapter

Vinny DeLucia, 208 Highland Dr., Waterbury, CT 06708.

The North Star Chapter

John MacKay, 3511 37th Avenue N.E., St. Anthony, MN 55421.

The Northwest Falcons Chapter

Edward Murphy, 100-137th S.E., Everett, WA 98204.

The Rocky Mountain Chapter

David Jeffries, 5125 Bridle Place, Colorado Springs, CO 80907. (303) 593-1450.

The Southeast Chapter

Gary Goddard, 1586 Hwy. 212, Conyers, GA 30208. (404) 483-8756.

The Suncoast Chapter

Dan Amey, 1771 Ragland Ave., Clearwater, FL 33575. (813) 797-6817.

OTHER CLUBS OF INTEREST

The Ford Falcon Club of San Diego, P.O. Box 2156, Spring Valley, CA 92077.

The Ford Falcon Club of Los Angeles, 1163 Coolfield Drive, Covina, CA, 91722.

Fairlane Club of America, 721 Drexel Ave., Drexel Hill, PA 19026.

The Ranchero Club, 1339 Beverly Rd., Portvue, PA 15133.

Comet Club, 5878 Hobe Lane, White Bear Lake, MN 55110-6466.

NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

PRESIDENT'S MESSAGE

First, I would like to welcome our three (3) new chapters. The Board of Directors has now approved them all.

They are (1) The North Star Chapter - covers the State of Minnesota. (2) The North Coast Chapter - covers upper half of Ohio, and (3) The Hoosier Chapter - covers the State of Indiana.

If you live in one of these areas be sure to support these new chapters. They are listed on page 3 of your newsletter. (We now have a total of 18 chapters).

Remember, you only have a few days left to pre-register for the National Meet.

I have kept in touch with the North Central Falconeers Chapter and it sounds like they have a big meet planned for all of us, so we hope to see you there next month.

Roy E. Sword, *Pres. FCA*

EDITOR'S MESSAGE

Hope you enjoy this issue. We're trying to catch up on all the interesting articles and great pictures you have been sending to us. Please bear with us if we haven't used yours yet.

There's some great looking Falcons out there and many of these cars will be at Appleton in August for our National Meet. We hope you are able to attend. It's still not too late to plan to go. Hope to see you there.

Let us hear from you. Any problems for Technical Help or hints to other owners on caring for or servicing that Falcon? Sit down and write us today.

Incidentally, many of you call and seem surprised we are not in Arizona. This 2-digit state abbreviation *can* get confusing. I have trouble with Maine and Massachusetts every time I proofread the Ads. But friends, remember we're in the great State of Arkansas (along with President Roy) and certainly no offense is intended to Arizona — it's a great state too.

Bill and Kathy Woodell, *Editors*

'63 SPRINT ROSTER

I would like to start a roster of 1963 Sprint Hardtops and Convertible cars. If members would write to me about their cars or any that they know of, I will compile the information and prepare it for the newsletter for publication. I think we should know how these cars are equipped, 3 speed, 4 speed, or automatic. Write to me at my home.

Bob Passino, 5188 E. Henrietta Rd., Henrietta, NY 14467

CALENDAR OF EVENTS

July 13, 1986 - Indiana

Hoosier Chapter pitch in picnic at the Indianapolis Motor Speedway, activity in The Early Ford V8 Club "Ford Picnic". For information contact Pam Rans (317) 257-7447.

July 17, 1986 - Minnesota

The North Star Chapter will meet at the 50's Grill restaurant. For more information call (612) 432-1672.

July 19, 1986 - Ohio

All Ford meet sponsored by Bud Brady Ford and The North Coast Chapter will be held in Cleveland, OH at Bud Brady Ford. For more information call Carny at Bud Brady Ford (216) 341-6655 or Walt Sedlak (216) 663-0817.

July 19, 1986 - Arkansas

The Founder's Chapter will meet at Bill and Kathy Woodell's, Searcy, AR, Saturday, July 19, starting at 5:00 p.m. We will have a hamburger and hot dog cookout. Members are to bring chips, dessert, slaw/salad or beans. Come for an evening of fun and fellowship and bring a prospective member. There will be supervised swimming for the kids in the backyard pool.

August 11, 1986 - Colorado

The Mile-Hi Chapter will have an early A.M. Bon Voyage breakfast, Tomahawk Truck Stop, I-70 and 120th Ave. (12060 Sable Blvd.), Brighton. Say bye to the 1986 National Meet Caravan.

August 12, 1986 - Indiana

Hoosier Chapter bi-monthly meeting at Denny's restaurant, 4209 South East St., Indianapolis. Guests will be Leroy Lassiter and friends who will discuss show car judging and preparation. Also information and pep-talk for National Meet at Appleton, WI.

MEET REPORTS

The Founder's Chapter

The Founder's Chapter met on Saturday, June 7, 1986, at Roy and Pat Sword's for an ice cream social. We had a good turnout and the ice cream and desserts were enjoyed by all. Two of the members had attended the St. Charles, MO meet and gave a report on the activities. Several members are planning to go to the National in Wisconsin. We discussed our next meeting to be held July 19 at the Woodells' home in Searcy.

MEET REPORTS (cont.)

The Gateway Chapter

A fun weekend was had by those who attended the Spring Fling Regional in St. Charles, MO, May 16th and 17th. Despite some showers, we auctioned off a 62 Falcon and many other good Falcon parts. On Saturday afternoon we had a driving rodeo which everyone enjoyed, especially when we blindfolded the man and let the lady give instructions from the back seat. Trophy winners were: Best Female Driver - Evelyn Van Dierendonk, Best Male Driver - Don Branson, Best Back Seat Driver - Diane Aldo, and Worst Driver - George Varner. Best of Show - Ron Kastelle, Taylorville, IL, Convertible - Charles Bardonner, Arcadia, IN. Hardtops - Bob Lemen, Overland MO, Sedans - Glen Van Dierendonk, Kansas City Mo, Modified - George Varner, Bethany, IN, Utilities - Shrable Williams, Benton, AR. Longest Distance - Charles Bardonner, Arcadia, IN. The Gateway Chapter would like to thank all that attended and helped to make the meet a success.

The Hoosier Chapter

On June 10th The Hoosier Charter members received engraved wall plaques along with membership cards and a supply of Hoosier Chapter windshield cards. A slide show of the Kansas City National was shown, compliments of Ray Roberts Sec. of the Mile High Chapter. "Special thanks to you, Mile High chapter."

The North Star Chapter

First meeting was May 22. We elected officials and applied for a charter. Our officials are John MacKay, President; Troy Witt, Vice President; Ralph Johnson, Secretary/Treasurer. Also met on June 19th to discuss future car show and caravanning to the National Meet.

The Mile-Hi Chapter

The Mile-Hi Chapter reports that the Old Car Council Swap Meet held May 31-June 1, was a success with the weather being superb. Many chapter members took turns basking in the sun and running the two stalls full of Falcon goodies. Deborah Roberts had a stall next to us and had just about every part available to assemble a '65 Falcon Station Wagon.

The Mason Dixon Chapter

The 2nd meet of the Mason Dixon Chapter was held June 8th at the Falcon Furniture Store in Dover, DE. Twenty-two Falcons were present from six states—DE, MD, VA, 4 from NJ, 2 from PA, and 1 from NY. We had 11 Sedans, 3 Rancheros, a '63, '65 and a '66. We had 3 Wagons, '62, '63, '64, and 5 Convertibles. As of now we have sold thirty-two of the Chapter license plates.

7th ANNUAL NATIONAL MEET IN WISCONSIN JUST A MONTH AWAY!!!

The North Central Falconeers Chapter would like to take this last opportunity before your National Meet in Appleton, Wisconsin, August 14-16, to tell you about our schedule of events and plans for the meet:

Thurs., Aug. 14	Registration - begins at 1:00 pm
Fri., Aug. 15	Registration - begins at 9:00 am Car Show & Swap Meet - All Day Valley Queen II Dinner/Cruise - 5:00-9:00 pm
Sat., Aug. 16	Registration - 9:00 am to 12:00 noon Car Show & Swap Meet - All Day Voting Deadline (all ballots in) - 1:00 pm Business Meeting - 1:00 pm Banquet & Awards - 6:30 pm

Be sure to get your registration form and room reservation request in the mail in plenty of time so you won't be left out of all the **Fantastic Falcon Fun and Fellowship** next month at the beautiful and convenient Guest House Inn in cool and comfortable Appleton, Wisconsin.

There's plenty of old friends and new acquaintances to be made—plus lots of parts to buy—stories to swap—experiences to share—ideas to exchange. **Register now—we'd love to have you with us next month—last chance to pre-register!**

THE NORTH CENTRAL FALCONEERS

1986 FALCON CARAVAN

Denver to Appleton, WI

August 11 (tentative) - August 14

The Mile-Hi Chapter will form a caravan to the 7th Annual Convention. As of this writing, we have a possible 10 participants.

We invite members of other chapters to join in the fun along the way. Several of our members have CB radios and will be on the old familiar Truckers' Channel-19.

So—"Horn in" you Falcon lovers and enjoy the fun. The 1985 caravan attracted a lot of "Chit-Chat" from truckers and motorists. We look forward to a repeat.

1986 FALCON CARAVAN (cont.)

The Proposed Route

Day 1—From Denver to Tomahawk Truck Stop-I-70 and 120th Ave. (12060 Sable Blvd. Brighton). All meet to start the caravan to I-80 then East to York, Nebraska at US-81. A possible overnight stop in York.

Day 2—From York via US-81 North (parts of this route are marked as I-29) to I-90, Sioux Falls, SD, then on East on I-90 to LaCrosse to Tomah and State Route 21 (Tunnel City, Valley Jct. and Wyeville) to Oshkosh.

Now here is the trivia - at Oshkosh look for signs pointing to Appleton?

By the way, the "Falcon" that looks like an "Eldorado" will be in the caravan as it was in 1985. The approximate distance is 1150 miles.

For further information contact:

Joe Hannebrink, 8094 Kline Court, Arvada, CO 80005, (303) 422-9159.

1987 FALCON CALENDER

One last try for the calendar to become reality. I have not had a very good response on orders for the calendar. I need 500-750 orders before I can consider printing. As of now, I have 60 orders, I need many more. This calendar has 8½ X 11 pictures in color suitable for framing. The printers are ready to go so please order your calendars in the next 2 weeks or I must decide not to proceed. Please enclose one 22¢ stamp.

P.S. This would make a great Christmas gift.

Name _____

Address _____

City _____ State _____ Zip _____

Quantity		Ea.	TOTAL
	CALENDAR	\$7.00	
	Shipping & Handling	\$1.00	
	Total Enclosed		

Rick Dilks, 307 N. Castle, Paola, KS 66071 (913) 294-2599.

NATIONAL MEET T-SHIRTS CAN STILL BE ORDERED

Paid orders for this year's beautiful lt. blue cotton/poly t-shirt received after July 15th will be available for pickup in Appleton, WI, or shipment to you if you're unable to attend. Make check or money order for \$8.00 each postpaid to North Central Falconeers, c/o Thomas Johnson, P.O. Box 10292, Green Bay, WI 54307 (Specify correct size: S, M, L, XL, XXL).

Original Owner Feature Falcon

This 1965 Falcon Ranchero was bought new July 9, 1965, by Robert Hartley of San Jose, California, and featured a 289 8 Cyl. 4 Spd. The car originally sold for \$2623.08. The truck is now equipped with a 351 Cleveland & C4 for towing the race cars. The Ranchero is used for everything from going to the dump to dinner out, and is still drag raced (14:21 ET 97+ mph). With almost 300,000 miles, it has always been a good ride. This is only one of six Falcons owned.

Robert Harley
San Jose, CA



NEW CHAPTER LOGOS

Here are copies of the new chapter logos adopted by The Mile-Hi Chapter in Denver, Colorado.



Ed. Note: Send us a copy of your chapter's logo so we can run it in the newsletter.

TECHNICAL TIPS

I just had the tach on my 63½ Sprint repaired and thought some information would interest the membership. First of all, the engine won't run with the tach wires disconnected. There are 3 wires: red, black and blue. Red and black are to the ignition area. Blue is the tach light. When one removes the tach for repairs connect the red and black together and engine will run. I sent the tach to MO—MA 10853 Magnolia Blvd., No. Hollywood, CA 91601.(818) 980-8642. They installed a new movement and refinished the face for \$79.50. It works great and looks like new.

Larry Drager, 1473 Junewood Pl., Manteca, CA 95336

A classical problem with the 68-70 Falcon is the failure of the fuel gauge to read FULL when the tank has been filled up. After checking the instrument voltage regulator for a 5 volt level go to the tank sending unit. When the tank is full the sending unit should be 10 ohms. Measure this in the trunk by disconnecting the wire and placing an ohm meter between the unit and frame. You'll probably find this reading around 13 to 17 ohms. Take the tank unit out and disassemble on the bench. You will find a variable resistor which needs cleaning. A typewriter brush will clean the resistance wire. The wiper arm is where the problem comes in. This material is pretty hard. An eraser does not clean well enough. Take a fine grade of file and carefully polish the end for a good contact with the wire.

Jim Kirkwood, 7316 Valleycrest Blvd., Annandale, VA 22003.

TECHNICAL HELP WANTED

I need to replace the well cover behind the rear bench seat in my '63 Futura Convertible. Advice is needed regarding the availability of the ready-made cover and installation procedures (red or white preferred) or the type of fabric to use and availability of a pattern.

Dave Ulmer, 19708 Olney Mill Road, Brookeville, MD 20833.

I am restoring a 1964 Sprint and am now in the process of detailing my engine. Can anyone tell me what color the '64 Sprint engine was originally painted by Ford.

Ken Everett, 343 Oak Ave., Cherry Hill, NJ 08002 (609) 667-0847

POSTAL PERSONALITIES

Reprinted from *Postal Life* May/June 1986

Roy Sword's Ford Falcon boasts second-hand wheel covers from Michigan, chrome accessories from Tennessee, Texas and Oklahoma and carpet from California. These assorted parts, plus a few mechanical parts from a local supplier and original equipment, add up to a sleekly restored classic automobile that Sword enjoys daily and even drove from his home in Jacksonville, AR, to the National Falcon Club Meet last August in Kansas City, KS.

The National Falcon Club owes its existence to Sword's need for parts. The sporty little economy cars were discontinued in 1970 and by 1979, Sword, a carrier in North Little Rock, AR, was having difficulty getting what he needed to fix his 1963 convertible.

"I had an idea that if I could find a few other Falcon owners we might form a sort of clearing house for parts and know-how," he says. It was easier than he thought. The club was soon established with a board of directors, officers and, later, regional directors. Sword was elected president the first year, 1979, and every year since. Today, the Falconers number 2,600 and the club is divided into 15 chapters.

At last year's meet in Kansas City, more than 100 cars were on hand to be admired and compared. Members conducted clinics on their specialties, such as rebuilding engines and transmissions and doing a professional paint or upholstery job; one member is an expert on accessories. Time was reserved for holding elections and presenting awards for the best restoration in each class(convertible, hardtop, wagon, sedan and commercial). There was even a seminar for spouses on how to be happy though married to an old-car lover.

"We wind up the meets with a banquet," says Sword, adding, "There's no competition, only recognition, at the annual events."

It's a different story, though, at chapter meets. Take the chapter in the state of Colorado. Ray Roberts, a USPS buildings management assistant in the Rocky Mountain District Office, who is editor of his chapter's newsletter, has a 1967 Futura Club Coupe and a 1965 Ranchero pickup. He reports that at the last state meet the club had 60 cars on display. Some members are into drag racing, road rallies and restoration clinics. Others enjoy entering point-to-point races in which those who finish successfully draw a poker hand for the prizes.

The group is not the only Falcon Club in America—there are at least three others—and plenty of Falcon fans. Sword says he gets calls from all over the world—Argentina, Spain, Hawaii, Canada, Norway and Australia (people "down under" are just crazy about Falcons). If interested you can write him at F.C.A., P.O. Box 113, Jacksonville, AR 72076.

7TH ANNUAL NATIONAL CONVENTION



APPLETON, WI AUGUST 14 - 16, 1986

Car Entry * Banquet Tickets * Swap Spaces
T-Shirts * Riverboat Tour

Please Print Information: (Spouse/Guest)

Name _____

Address _____

REGISTRATION: \$15 if preregistered by July 15, 1986
\$20 at meet, \$12.50 without a car

Year _____ Model _____ Body Style _____

Year _____ Model _____ Body Style _____

Total Cars _____ Total \$ _____

SWAP SPACES: Members \$ 5.00 \$ _____

Commercial Non-Members \$10.00 \$ _____

T-SHIRTS: S M L XL (circle sizes, #) @\$ 8.00 \$ _____

BANQUET TICKETS: Adult @\$12.50

Child @\$ 6.00 (children under 12)

Includes tax & gratuities. Total # _____ Total \$ _____

RIVERBOAT RIDE: Friday evening, includes - transportation,
music, tour and Fish Dinner # _____ Chicken Optional # _____

Adult @\$17.50

Youth @\$12.50 (ages 7-14)

Child @\$ 6.00 (children under 7)

Total for registration: \$ _____ T-Shirts \$ _____

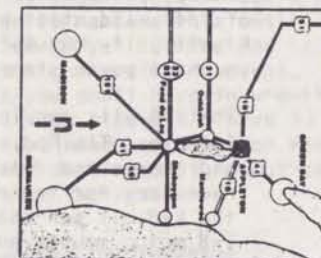
Total for Swap Spaces: \$ _____ Riverboat \$ _____

Total for Banquet: \$ _____ TOTAL ENCLOSED \$ _____

SEND CHECK & ENTRY FORM TO: North Central Falconeers
Thomas Johnson P.O. Box 10292 Green Bay, WI 54307



"We're really going to grow on you."
3730 W. College Avenue
Appleton, WI 54911
(414) 734-9231
1-800-428-3438
Just off Hwy. 41 at College Avenue



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CHECK IN AUGUST 14TH 1986
CHECK OUT AUGUST 17TH 1986
CUT-OFF JULY 15TH 1986
RATE: \$40.00 ROOM RATE

NAME _____
COMPANY _____
STREET _____
CITY _____ STATE _____
ROOM TYPE SINGLE DOUBLE TRIPLE QUAD
SHARING ROOM _____
ARRIVAL DATE _____ DEPARTURE DATE _____
CHECK IN 2:00 PM
CHECK OUT 11:00 AM

EXP. DATE _____
CALL ANY CHANGES OR CANCELLATIONS TO
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CANCEL RESERVATIONS PRIOR TO 4:00 P.M.

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DEPOSIT OR MAJOR CREDIT CARD

☐ MAJOR CREDIT CARD
☐ ADVANCE DEPOSIT
AMOUNT \$ _____

SIGNATURE _____
TYPE _____
NO. _____

TECHNICAL HELP QUESTION ANSWERED

In the January 1986 issue of *The Falcon News*, Ray Lamb of Rockford, IL, had a 65 Futura 2 dr. HT with a 200 cubic in. 6 cyl. and std. 3 sp. He wanted help on converting to a 289 V-8.

Dear Mr. Lamb;

With regard to your V-8 project, I hasten to advise you against it unless you are prepared for a lot of complexity; parts & labor.

Parts: *V-8 Rear End & Brakes (6 cyl rear end has smaller brakes and usually unsuitable ratio and 4-bolt axles & wheels and a V-8 driveshaft will not fit the rear axle yoke)

*V-8 Transmission (both automatics and manual transmissions are different; with the manual, the transmission is an all synchromesh Ford design and requires the proper bellhousing to fit the engine used, either 5 or 6 bolt. The Automatics of pre mid-65 vintage are 2 speeds with an integral bellhousing, so the 6 cyl will not fit the V-8. The V-8 clutch linkage is different since the engine is wider and requires a different cross shaft or modifications to a 6 cylinder cross shaft. You can fabricate the push rod to the clutch fork. The motor mount brackets (leaf spring and mount are the same but require a reinforcing bottom bracket,) although the design is not generally a good one. Probably the best thing is to replace the leaf spring with a piece of 2" steel channel suitably drilled. The transmission must also have the Falcon bosses in it (two holes longitudinally drilled in the extension housing,) although it is easy to modify the later Falcon and Mustang/Fairlane designs with a piece of 1/4" mild steel plate. Finally, if you use the column shift, headers will not fit and if you have power steering, headers will not fit.

*The V-8 will require a complete V-8 front end assembly: that is Spindles, Tie Rod, Pitman Arm, Idler Arm & Bracket, Backing Plates and brakes and drums. These will be 5 bolt design. This is necessary for two reasons: Bigger brakes and lower tie rod to clear the V-8 oil pan and starter assembly. The motor mounts are simply V-8 motor mounts and V-8 frame brackets with heat shields. You would also need V-8 throttle linkage unless you install a later cable throttle pedal and throttle cable.

*The driveshaft has a different slip yoke, larger tube diameter, is a different length and has larger u-joints although you can have the 6-cylinder type modified.

Obviously, it is much easier to find a whole V-8 car and transfer all of the conversion parts and then junk it than it is to find all of the parts that you will need. If you are a little more realistic, you can install a 250 cubic inch 6 and a later model C-4 automatic with all of the 6 cylinder parts in place. This larger 6 is lighter than the V-8, is very torquey, will permit you to use most of the existing exhaust system and will only require you to offset the radiator forward 1/2" in its frame and make a custom fan spacer and use a stainless steel flex fan, and modify the radiator outlet sizes. Since this engine uses the V-8 bell housing (6-bolt) it must have a V-8 style C-4 bell housing. Better yet just buy the 250 six with a C-4 complete with starter, alternator, and transmission. The early C-4 transmissions are all Cruisomatic style which requires a later model valvebody to change. The only thing valuable on an early C-4 is the shift linkage and throttle valve (kick-down lever) linkage and the extension housing with the Falcon motor mount bosses. All of these parts are then put on the later C-4. As with any C-4 you definitely want to add a transmission cooler and a shift kit, particularly the extensive shift kit which provides direct manual low gear downshifts. With the added torque of the 250 six, you will either be dragging all of the hot cars in town for the first block or you will want to change to a higher ratio rear end. (2.80 with 13" wheels or 3.00 with 14" wheels). I have done many of both types of these conversions and they are definitely for one of your winters with a heated garage. The V-8 conversion is only worth it if you want to modify the V-8, in which case you want more cam, Rhoads lifters, Automatic only with higher stall converter, and rather high rear axle ratio (3.25). You will also need 14" wheels that are not offset and you will need headers which means no column linkage and no power steering. However, such a conversion allows the car to be very fast off the line and still get decent gas mileage and be quiet on the road. As for a stock 260 2-barrel V-8/5 bolt bell housing, it can't touch the 250 six conversion, because it just doesn't have the low end torque of the six and doesn't make much more power at speed. My feeling regarding manual transmissions is that they have too many disadvantages to be worth their trouble. In a performance car they require you to use a low ratio (4.11) rear end to get suitable off line performance with a small 260/289 V-8. Then you have a car which turns 3,500 RPM at 60 MPH, and is noisy as hell. Better to use a built automatic with a higher ratio rear end. The end results are the same. Besides, cold mornings you don't have to wrestle with the gear lever until the gear oil warms up. You also don't have to worry about the engine being unbalanced when the flywheel needs turning, or taking out that heavy T-10 or 3-speed for a clutch, pilot bushing or throwout bearing, or dealing with the lousy new "organic" clutch facings. Sincerely,

Alan Hale, Alan's Restorations
2257 Bermuda Drive, San Mateo, CA 94403

STUDIOSONIC SOUND SYSTEM BY FORD

Dear Members,

Enclosed is a copy of the Operation, Diagnosis and Service of Ford's "Studiosonic Sound System." I got this material from a June 1964 "Shop Tip" magazine from Ford, and thought it might be of some interest.

Ford owners can now enjoy "concert hall listening" right in their cars with the Studiosonic Sound System. This system reproduces music with the full tonal quality experienced when listening to actual live music and is one of the latest advancements in unique car radio systems. Tonal richness results when the rear seat speaker reverberator working in consonance with the radio's front speaker, delays a first set of sound waves 3-100 of a second to create a delayed sound. These delayed sound waves blend with those from the normal speaker to deliver a rich dimensional effect. The system can be operated by a choice of two switches.

One on the instrument panel controls the reverberator effect and varies the rear speaker volume. Also the instrument panel switch can be pushed in to remove the reverberator effect and allow the rear seat speaker to operate in the conventional manner. A floor switch is provided for turning the system on and off.

In order to provide a basic knowledge of the complete system, the principles of operation, and diagnosis are outlined below, along with some important service notes.

OPERATION

The system's reverberator converts the radio output signal to a mechanical rotary motion. This motion is transmitted by way of springs, which introduce a pre-calculated delay. Then the signal is reconverted into an electrical signal. This delayed signal is amplified by the reverberator and reproduced through the automobile rear speaker. The delays are of millisecond duration.

Two different springs are used in order to obtain the repeated reflections of the concert hall. If only a single spring were used, flutter and echo effects would occur. These are especially noticeable on percussive sounds.

If the time interval between the main signal and the delayed signal is excessive (above 50 milliseconds) a separate and very distinct echo will occur, which is highly objectionable for the reproduction of both voice and music. Too little delay does not provide the feeling of spaciousness associated with a large hall. Also, no matter

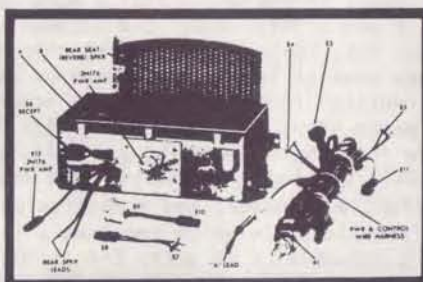


Figure 1—Parts Identification—1963 Models

how well a set reproduces the sound, the "live" characteristic can be altered by the acoustical properties of the car.

DIAGNOSIS

Prior to returning any reverberator as defective, it is suggested that the following checks be made as part of the normal diagnosis.

HARNESSES

As an initial test, check the fuse, make certain that a signal is being fed into the reverberation unit and that power is being applied to the unit.

Check the electrical power supply. Disconnect E-11 and E-12 (1963) or E-9 and E-10 (1964); turn the on-off switch (reverberation control) to the "on" position and measure the voltage at E-11 (1963) or E-9 (1964). The voltmeter should read approximately test bench (14.4) vdc or battery voltage. (See Reverberator Schematic Diagrams.)

Check the radio signal input plug and receptacle E-5 (1963 and 1964) for a good connection.

REAR SPEAKER:

Check the rear speaker input leads for possible open circuits.

In many cases a distorted or garbled reverberated sound will be due to a torn speaker cone or damaged voice coil. Check the speaker and replace with a new service stock speaker of the proper type if necessary. **NOTE:** Do not turn the reverberation system on without a speaker connection; to do so will damage the reverberation amplifier.

CHASSIS:

As a first check, make certain that no metal objects are touching the power output transistor case and shorting it to ground, disabling the system.

The applied signal takes two paths before it is fed into the amplifier. One path is through the reverberation unit, the other path by-passes

the reverberation unit through the high frequency by-pass network comprised of R-3, R-4, and C-1 in 1963 and R-5 and R-6 in 1964. If the reverberation unit is inoperative, the output of the rear speaker will consist mainly of high frequency sound and no reverberated sound will be present. If the high frequency by-pass network is faulty, the system will lack the presence of high frequency sound.

To check the amplifier, lightly tap the time delay springs. The sound output will be similar to that produced when a musical instrument such as a piano is jarred. The amplifier test (tapping the time delay spring) will also ascertain if the output transducer of the reverberation unit is functioning properly.

To check input transducer, feed a signal into the input of the reverberation unit. Short out R-4 (1963) and R-6 (1964) to ground. If there is an output from the amplifier, the reverberation unit is good. If not, check the leads and input transducer with an ohmmeter to determine an open circuit. If leads or reverberation unit are faulty, replace.

Conventional tracing or the signal injection method may be used to locate faulty components in the amplifier.

Visual inspection to determine condition of the reverberation unit delay springs and permanent magnet is sufficient. The spring tension is predetermined and should not be changed. The spring tension is sufficient when the permanent magnet is suspended between the transducer pole pieces. Unless the delay springs have been mutilated or stretched to a point where the springs sag and the permanent magnets lay upon or touch the transducer pole pieces during normal shock vibration, the reverberation unit will operate satisfactorily. Replace entire unit if it is determined that the reverberation unit is inoperative.

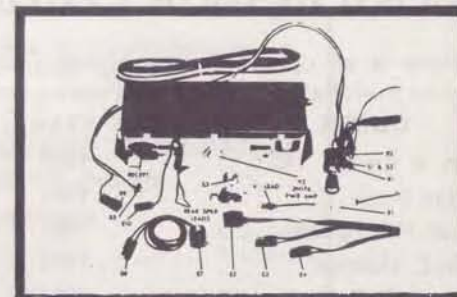


Figure 3—Parts Identification—1964 Models

The spring suspension of the reverberation unit is important to eliminating noise being generated due to shock. The soft polyethylene sponge pads dampen the shock transmitted to the unit during normal car movement. The cover must be in place to realize the full benefit of the shock absorbing quality of the sponge pads.

If for any reason, the reverberation unit must be removed, extreme care must be exercised. Do not stretch or distort the suspension spring. If springs are stretched or distorted in any fashion, replace.

SERVICE NOTES:

1. Polarity—When servicing this amplifier, the "A" lead must be connected to the positive side of the power

source. If connected otherwise, the amplifier will not operate and damage to components may result.

2. Power Supply Requirements—It is preferable to use a storage battery (without a battery charger) in place of a battery eliminator. If a battery eliminator is used, it must be well filtered and regulated.

3. Driver Transistor Replacement—When replacing a driver transistor, grasp the transistor leads (between transistor body and chassis) with a pair of long nose pliers to prevent excessive heating of transistor body during soldering operation.

4. Power Transistor Replacement—When replacing a power transistor, be sure to:

- Use the transistor specified in the Replacement Parts List.
- Coat sides of transistor insulator with DC-4 grease (Motorola Part No. 11M490487) to insure proper heat dissipation.
- Securely and evenly tighten the transistor mounting screws.

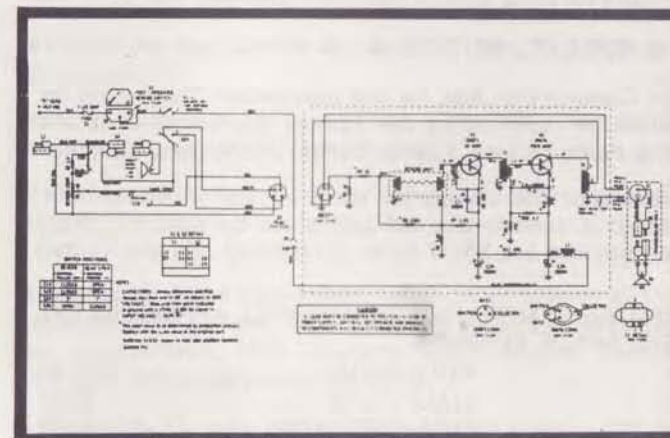


Figure 4—Reverberator Schematic Diagram—1964 Models

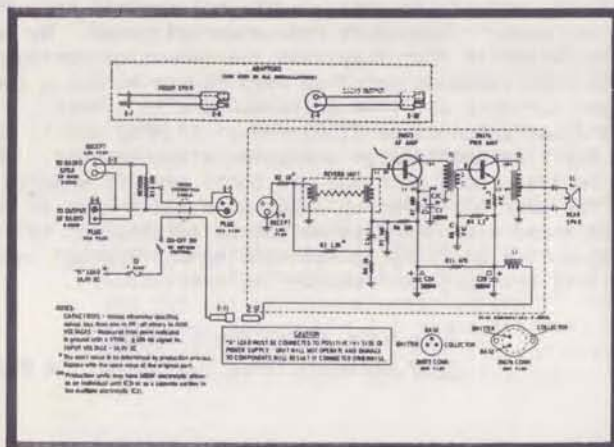


Figure 2—Reverberator Schematic Diagram—1963 Models

Bob Passino, 5188 E. Henrietta Rd., Henrietta, NY 14467

ORIGINAL OWNER OF A FALCON SURVEY

Here is an update on the survey I have been compiling of those who have owned their Falcons since they were purchased brand new.

OWNER	YEAR	BODY STYLE	MILEAGE
Wm. P. Smith	1965	2-Dr. Sedan	110,970
Helen Price	1964	Futura	99,516
Sarah Hitchcock	1967	Sports Coupe	182,000
Lyle E. Holman	1964	4-Dr. Futura	247,150
Ronald R. Brown	1963½	Sprint	195,000
Donald D. Biondi	1963	Futura conv.	171,000
Robert Bugianesi	1963½	Futura Conv.	150,000
Jim Kirkwood	1968	Sedan	151,000
Cliff Smith	1965	Futura 2-Dr. H.T.	132,000
Bob Gerke	1962	2-Dr. Deluxe	70,400
Robert M. Collinsworth	1964	4-Dr. Futura	132,000
R. Jack Schuh	1963	Sprint Conv.	204,278
Mike Adan	1964	Ranchero	154,856

If your Falcon fits in this category and you are not on this list, please send information to: Bill Connelly, 2806 Briarwood Rd., La'Grange, KY 40031.

EDITORS NOTE: Thanks Bill for your time on this interesting survey.

★ ★ ★ SPECIAL NOTICE ★ ★ ★

The Falcon News will accept Commercial Ads for the newsletter. They must be sent to the Editor. All ads must be received by the 10th of the month or it will appear in the next issue of *The Falcon News*. Payment must accompany all ads.

All ads for the classified section of the newsletter must appear with the member's name, or it is considered a commercial ad and must be paid for. Non-member ads in the classified section are \$5.00 each. (Classified ads are limited to 50 words or less.)

ALL COMMERCIAL ADS MUST BE CAMERA READY. ADS WILL APPEAR IN *THE FALCON NEWS* ONLY WHERE SPACE PERMITS.

COMMERCIAL AD RATES:	FULL PAGE	\$50.00
(Price per month)	HALF PAGE	30.00
	QUARTER PAGE	20.00
	BUSINESS CARD	5.00

Only Falcon related ads will be accepted for *The Falcon News*. "Warning" — The FCA has no way of checking each advertiser, so the FCA accepts no responsibility for any dealings with advertisers. Let us know of any experiences, good or bad. The Falcon Club has the right to reject any or all commercial ads.

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CARS FOR SALE

63 Falcon, 6 cyl., 4 sp. with shifter and hogshead \$275, elec. tail gate motor with dash switch 64, lots of chrome and misc. used parts 60-65. Send SASE for quick reply. John Hunter, Vintage Carriage Co., Box 192, Nisland, SD 57762.

64 Futura Hardtop, 260 V8, auto, bench seat, power steering, maroon with black interior. \$1,200. Glen Pannebaker, 736 W. Berry Ave., Apt. 1, Littleton, CO 80120 (303) 797-1052.

64 Futura Convertible, 260 V8, auto, new black interior, new dark blue paint, white top, new tires, new shocks, wire wheel covers, \$3,500. Fred Peterson (303) 466-8718. CO.

63 Sprint Hardtop. Donald D. Orvis, P.O. Box 10,000, Denver, CO 80210 (303) 770-6009. Asking \$4,000.

63 2 Dr. Sedan, Driven daily, 170-6, auto, \$800. 1964 Futura 4 Dr, 260-V8, auto, power steering, \$1,000. (303) 973-2830. CO

61 Ranchero, 6 cyl., 3 sp. on floor, restorable, red with tan interior, \$400. Darwin Bierman, Hygiene Auto Body, Road #7, Mead, CO 80542. (303) 535-4697, (303) 772-1544.

1963 Falcon Sport Convertible, usual body problems. Includes extra front fenders, replated front bumper, NOS hood scoop, left replacement quarter panels, etc. \$550 w/o engine/trans., \$850 w/factory rebuilt engine. Photos available. Roger Roberts, P.O. Box 30914, Gahanna, OH 43230.

1964 Sprint, V8, auto, yellow/black. All new brakes, complete tune up, new gen., batt., belts, hoses and more. Car is complete and drivable. Asking \$900. Dick Mansfield, 1214 Agnes, Kansas City, MO 64127-2101, 816-241-4815.

1961 Falcon, 2 Dr., dark blue, bumpers rechromed, original hubcaps, rebuilt 6 cyl. engine, manual trans., never wrecked, owned by third generation same family. \$3,800. Jane Thune (703) 250-9298, 5916 Roberts Common Court, Burke, VA 22015.

CARS FOR SALE (cont.)

1962 Falcon 4 Dr. Wagon, 94,000 Mi., 6 cyl., auto, engine and trans. fine. Recent Service: at 84,000 mi., trans. overhaul, front brakes, new fuel pump. At 91,000 mi., 11/85, New, rear univ. joint, shock bushing, exhaust system, battery, starter motor. Some rust, minor damage to L.R. fender, fixable. \$800. O.B.O. Bert Dower, (215) 446-1526, 1045 Drexel Ave., Drexel Hill, PA 19026

1962 Falcon Futura, 2 Dr., cream, new battery, new muffler, new shocks, latest inspection, bucket seats, 112,000 mi., runs good, good tires, good seats and headliner, needs paint and minor repair, \$500. John Okolowicz, 405 Vanderslice Phoenixville, PA 19460, (215) 935-2709.

1965 Falcon Futura Conv., 289-3 sp., 48,000 orig. mi. New top, brakes, clutch, exhaust, paint. Rechromed interior and bumper. Runs and looks great. Drive anywhere. Extra parts available. \$3750 or offer. (Chuck Fabish, (309) 674-1116. Illinois.

1963 Futura Conv. 6 cyl., standard, light blue with white top. Good condition. Car looks and runs excellent. \$4,000. Kelly Sweeney, 141 Biggings Ave., Sault Ste. Marie, Ontario, Canada (705) 253-6689.

65 Sprint Ht., 63D-C-86-21D-72-6-6, A/T, P/S, P/B. Runs strong, no rust. Needs body work, front seats, paint, etc. \$1,500. Send SASE for fact sheet, or call Brian Lukas, 1107 Curtis St., Albany, CA 94706. (415) 525-9226.

1964 Sprint Convertible #76A, Bench seats, prairie tan color, 260 CID engine, auto trans. Very original, no rust, garaged, 97,000 miles. \$3,800. P.O. Box 3490, Seattle, WA 98114. (206) 322-8833. Evenings: (206) 937-2212. Bud Greene

64 2 Dr. Station Wagon, Orig. black and orig. steer head seat covers, rip-free headliner, new rear bumper, 170 cu. in. six, 3 sp. trans., in very good condition. New motor and heater radiators. Has '66 Mustang V8 rear-end, and '64 Falcon 4 sp. Four Sprint wire hub-caps, floor pan rust. All for ? Make a reasonable offer. William Frederick Sr., 19 E. Ave., Swedesboro, NJ 08085.

65 2 Dr. Ht., 6, auto, P.S., \$1,200. **65 Sq. Wagon**, 6, auto, mint black int., \$900. **64 Futura**, 4 dr. 260 V8. Auto, no rust, \$800. **64 2 Dr. Ht.**, 6, Auto, \$500., **65 2 Dr. Ht.**, 6, auto, \$450. **65 2 Dr. Ht.**, 6, auto, \$300., **64 4 Dr. Wagon**, 6, auto, \$250. Mike Mulhare (617) 851-5040. After 8:00 p.m. until 11:00 E.S.T. MASS

1964 Falcon Futura Conv., Excellent condition, total restoration 1981, no rust ever bottom side, air cond., \$3,200 (913) 294-2599. Rick Dilks, Kansas.

1963 Falcon Sprint, 2 Dr. Ht., recently rebuilt 260 V8, 4 sp., white (original paint), no dents, red interior 90% restored, chrome good, \$3,400, or offer, Mark Ferguson, 5059 N 27th St., Arlington, VA (703) 532-7127, evenings or weekends.

1964 Futura Tudor. Dynasty green with Wimbledon white top. 170 with auto., radio, heater. New Goodyear radial white walls. Interior mint orig. 54,000 correct miles \$3,200. C.A. Jones, Box 787, Nashville, GA 31639. (912) 686-2470.

1961 Falcon 4-Dr. Light green exterior with orig. med. green interior. Older repaint, 170 with auto., new brakes and exhaust system. Reliable car. \$1,000. C.A. Jones, Box 787, Nashville, GA 31639 (912) 686-2470.

LEAD ON FALCON

Chopped 1965 Falcon HT., shown on FN cover a few years back, now finished and available for about 6K. Stands 40" high, top quality body work, candy paint, custom white interior and strong running 289 w/4 sp. Contact Darrel and Phyllis Uzzell, 4330 Lambeth Dr., Dayton, OH 45424. (513) 236-8176.

CARS FOR TRADE

Fully restored 1948 Indian Chief Motorcycle w/value of \$6,500 for a 1963 Falcon Sprint Conv. of like cond., will consider loaded up Futura Conv. w/V8. Nick Arrington, 128-B Church St., N.W., Vienna, VA 22180 (703) 938-7231. days, (703) 754-2827 evenings.

PARTS FOR SALE

Fordomatic 2-sp. rebuilding kits with gaskets, o-rings, lip seals, clutches (bronze frictions, steels) front and rear seals, sealing rings \$52.00. Specify engine size and year. Bands \$30 ea., adjustable modulator \$8.00. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands, and parts available for small, medium case. C-4 and C-6. David Edwards, Box 245-FC, Needham Hgts., MA 02194 (617) 449-2065, evenings.

Conv. top pistons with motor and lines \$45, conv. top bows \$100, 64 Futura rear panel \$35, 64 Futura door and fender chrome \$15 ea., 63 Futura dash chrome \$30, 63 Futura rear panel letters \$20, 63 Futura roof emblems, \$30 pr., complete heaters \$25, 63, 4, 5 shocktowers \$10 ea. much more. Mike Mulhare (617) 851-5040. After 8:00 P.M. until 11:00 E.S.T.

63 Conv. console \$60. 63 Conv. top motor and cylinders \$75. 63 Conv. sun visor \$20. 63 Conv. top switch \$20. 63 Sprint Idler arm, pitman arm, center link \$50. Please add 15% for shipping. Rick Dilks, 307 N. Castle, Paola, KS 66071 (913) 294-2599

Last chance to order rust free sheet metal delivered to Nationals or on the way. Near mint '64 Delux door panels, 65 Driver side arm rests, rocker moldings, padded dashes, Dagenhams, lots of chrome. Send SASE w/needs, Brian Lukas, 1107 Curtis St., Albany, CA 94706. (415) 525-9226.

Falcon 1960-1970 N.O.S. upholstery fabrics. Original cloth and vinyl yardage. Send sample for match-up. Original 80-20 rayon-nylon loop carpet sets, headliners and trunk mats. SASE please. Original Auto Interiors, 7869 Trumble Rd., St. Clair, MI 48079. Phone (313) 727-2486.

PARTS FOR SALE (cont.)

N.O.R.S. heater cores \$29.95. 64/65 outside door handles, \$17.50 ea. includes button and pads. 64/65 inside door handles, \$12.95 ea. 1965 N.O.S. headlight doors \$85 pr., 63/64 new gas caps \$32.50, 65 gas caps \$42.50. 4-sp. shift boots \$14.95. All prices include shipping. Tom Massarelli, 10 Young St., Poughkeepsie, NY 12601 (914) 471-7769.

Parting out a 1964 4-dr. Futura, 1964 2-dr. Futura coupe which has bucket seats, a good 260 V-8 engine with headers and a 4-speed trans., a 2-dr. 1964 sedan and a 1965 4-dr. sedan. Send SASE with needs to Franklin Hoover, 1300 S. 18th St., Columbus, Ohio 43206, (614) 443-3658 evenings.

MISCELLANEOUS

1964 Falcon service manuals. Scarce originals. Like new \$45. Slight use \$40. VG used \$35. Worn \$30. Always buying/trading manuals. What do you have/want? Jim Lungwitz, Box 1078, Monticello, MN 55362.

PARTS WANTED

1964 Sed. Del. both door sills, both sun visors, chrome plastic dash panels, steering wheel complete, door lock and manual covering 64 Sprint, 64 Sed. Del. and 65 Ranchero. Please send parts and price info. to Dick Mansfield, 1214 Agnes, Kansas City, MO 64127-2101 or call (816) 241-4815..

For 1963 Falcon HT, left door panel, red, in good cond. Will consider other colors. 1965 Falcon front gravel pan, good used cond. Gerald J. Gasser, 73 Roselawn Ave., Fairport, NY 14450

For 63 Falcon (NOT A Futura) near perfect used or NOS "Falcon" letters for panel just under trunk lid and a radio block-off plate. Also need front (side)fender spears for a 63 Futura. Bill Hossfield, 50 Oakwood, Ringwood, NJ 07456 (201) 839-9053.

For 1965 Falcon Sprint 2 Dr. H.T., 1, C50Z-6224141 AAF-Arm rest. 1, C50Z-6220878 A-Door mldg. 1, C5DZ-6245456-FFA Trunk Mat. 1, N.O.S. Trunk weatherstrip. 1, C4DZ-5404290 BAC-Dash pad. 2, C5DZ-16B114-A Sprint nameplates. 2, '14 panel seals at rear '14 side glass. Color of interior parts can vary. Francis B. Lieberth, 13377 Doylestown Rd., Rittman, OH 44270.

Padded dash for 1966 Ford Falcon Sport Coupe Futura. Black but will take any color. Good shape and no cracks and holes. Send list of any other parts for 1966. Butch Winslow, Rt. 1, Box 250, Pontiac, MO 65729. (417) 679-4972.

For 1964 Falcon Sprint H.T., desperately need a pair of red bucket seats. Willing to reupholster if necessary, but must be complete. Also need two more spinner hub caps, will be at the Annual Meet in Wisconsin, John Byvelds, 793 Glenforest St., Oshawa, Ontario, CANADA, L1J-5G2. (416) 725-0119.

THE FALCON CLUB STORE

Falcon Club of America T-shirt (short sleeve, white w/red trim)	
Adult - S, M, L, XL; Child's - S, M, L	\$7.00
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V-neck Jersey (white/red stripe trim) FCA logo, S, M, L	\$10.50
Golf Shirt (white/navy trim) FCA logo, S, M, L	\$13.00
Golf Shirt (light blue/FCA logo/pocket) S, M, L, XL	\$13.00
Hat - ball style w/FCA patch	\$6.50
Convention Booklets (1980, 81, 82, 83)	\$.50
Books: 1960-63 Reproduction Shop Manual (includes V-8)	\$30.00
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Ford Falcon (oval, blue & gold)	\$2.25
FALCON (rectangular, red & gold)	\$2.25
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Falcon Script w/year 1960, 61, 62, 63, 64, 65	\$2.25
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1964-65 Hardtop	\$2.25
New — National Falcon Club of America 9" Patch for Jacket	\$6.00
New — Leather Key Fob with Falcon Medallion	\$2.50

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